

Intimation.

Wm. Powell, Ltd.,

GENTLEMEN'S
OUTFITTERS - -

NEW GOODS.

SOFT DRESS-

SHIRTS - - - -

VERY LIGHT WEIGHT
PERFECT FITTING.

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Wm. Powell, Ltd.

28, Queen's Road.

(Opposite Clock Tower.)

SAFONG RUBBER AND TOBACCO ESTATES, LIMITED.

ANNUAL MEETING.

The fifth yearly meeting of the above company was held at Salisbury House, London, E.C., on July 27. The Hon. Chas. Hedley Street, Chairman of the Company, presided. The Secretary (Mr. E. Vokes) having read the notice convening the meeting and the Auditors' report, the Chairman said:-

I suppose we may take the accounts and reports read, gentlemen. The year 1910 opens with a deficit of a little over £1,000. This, of course, due to the loss of tobacco during the past two years. As you will have known from my former speeches, it has always been a question of extreme difficulty to the directors to decide whether it is advisable to continue the planting of tobacco or not. On the whole, notwithstanding the deficit that has arisen, we still think it advisable. The character of our tobacco has considerably improved, and we still have hopes that we can produce an article which will command a remunerative figure. Indeed, the prices which have been obtained for those bales that have been sold this year go far to justify these hopes, and the peculiar smell which was so detrimental to the sale last year, although not absent, is very much less noticeable this year. I may say that we have sold this year 436 bales at 6-12-6. We have a further 139 bales come in that will not be sold now until after the holidays, but they have been valued by our agents in Amsterdam at 6-6. If that price is fetched we shall then have sold the same number of bales as last year at an average of 6-10-0, which is a very different price, and ought to produce a very different result. Very few tobacco estates have ever risen into prosperity at once. Our manager thinks he could considerably reduce the cost—in fact sufficiently so to make it profitable at present prices—if we will allow him to increase his number of fields. We have hitherto hesitated to do this, because we feared that if things went wrong, there might be a greater loss than at present, but if we could decrease the cost to anything like those of our New London Borneo Tobacco Co., there is little doubt that we could make it pay. I am glad to say the tobacco this year has not got the serious defects which injured our sales in 1909. You must remember that the whole of our home costs are charged against the tobacco, whereas in all purely rubber companies they would have to be charged to capital account. A considerable proportion of the salaries of the head manager, accountant, and other expenses are charged to tobacco, and if not borne by it, would have to come upon the rubber. Notwithstanding the excellent prospects of rubber, I still think it advisable to have two strings to our bow. As regards rubber, I have nothing but what is satisfactory to report. We have not commenced tapping quite so early as we might have done, because we wanted to be on the safe side as regards the danger of tapping young trees, and it is very desirable to begin in a moderate manner, and not have to tap one tree here and one tree there, with the result that when the other trees come in for tapping they cannot all be treated on the same lines. Of course, it is impossible to wait until every tree is fit for tapping in a certain area before commencement, but we have waited until there are a large number in every area which can be tapped together, all over 18 in, in circumference, 3 ft. from the ground. Some 110 trees in the Malay States have begun to tap much below 18 in., there being conflicting opinions on the point; but we thought it best to be on the safe side. We have had a telegram which states that tapping began at the end of last month, and the manager says he is very well satisfied with the results.

During the past year since we last met two of your directors, Mr. Watson and myself, have spent a considerable time on the estate. Mr. Watson was there latest, and I shall ask him, before I sit down, to give you his opinion on what he saw. When I arrived in Borneo I had visited Java, Sumatra, and the Malay States, so I was fairly equipped for forming a correct opinion as to the condition of our rubber. I may say, at once, I was very pleased with it. I do not know any estates that I have seen in any of the countries I visited which gave me so much of an impression of care and thoroughness in which the work had been carried out. Mr. Leese, our manager is not a hustler—perhaps he is not sufficiently of a hustler—but for thorough and satisfactory work I don't know where we could look for a man who could do better. He has the advantage of good soil, but the attendant disadvantage of a not quite sufficient rainfall. Fortunately, the rainfall we do have is well distributed, but once or twice the deficiency has been prejudicial to the growth of the young stumps. Still, I believe the estate as a whole, is fully up to the average of growth of the best estates in the Malay Peninsula. (Hear, hear.) The trees that were planted two years ago seem to have shown the greatest growth, and I should not be surprised that a number will reach 18 in. before they are three years of age. I measured one myself—14 in.—when the tree was some months under two years old.

Mr. Leese, who has had several experiences, finds that the position is the most efficient means of keeping down the weeds, thereby economizing labour, and retaining the moisture. It is a really beautiful sight to see this plant when in full growth covering the ground, between the trees, except a few, so completely that no weed has a chance. Without much difficulty this can be rolled up like a carpet, and the soil underneath exposed in beautiful condition, and with sufficient moisture. There is always enough seed sown by the parasite itself, so that it comes again after the old stuff has been taken away. It is one of those plants which does not exhaust the soil, but gets nitrogen partly from the atmosphere, and therefore, by continually growing, it you rather improve the soil than otherwise. Mr. Leese has waged a de-

termined war against forest or thread-blight, which he considers to be the only scourge really to be feared in rubber cultivation. We were fortunate enough to have a visit from Mr. Baker, the managing director of Lonsdown, which is well recognised as one of the most, if not the most, up-to-date company in the Malay Archipelago. He strongly advised us to get rid of the old stumps and decayed timber, so as to reduce to a minimum the chance of his fungus. This we determined to do, and it has somewhat delayed us from planting our quota of trees for this year. When this is completed, I think the cost of labour will be very much diminished. Our manager has just been on a visit to the Malay States in order to learn all the latest about the best methods of tapping, and I think we may confidently rely on his judgment that he will tap the trees in the best possible manner, and not sacrifice the future for present profits. I don't think we need fear comparison with any other estates in Borneo, but we have this advantage now over these other estates, that in the interest they have been receiving from the Government they are accumulating a debt which will have to be paid off before their profits can be very large. We, on the other hand, have been going through the desert lands of no dividends, and hope that the promised land is now in sight.

Perhaps I shall be expected, as I visited a great many rubber estates in Borneo besides our own to say a few words on the prospects of rubber in Borneo taken as a whole. They were decidedly better than I expected. The hillside, some of them steep, on which the rubber was growing were showing very fair results, and though some rubber planted in the earlier stages of development was not altogether satisfactory on some of the land, the planting now seemed to be carried out in a workmanlike manner, and the young trees almost invariably looked healthy. The early pioneers have had to pay for their experience, and their coming later have reaped the benefit of their work. I see no reason, with a sympathetic Government, why rubber growing in Borneo should not be able to compete successfully with either Ceylon or the Malay States. There is no export duty to pay, as in the latter. I have spoken in terms of high praise of our manager, Mr. Leese, but he is extremely well served by an efficient staff. The complaint was pretty general on other estates that the directors at home expected a man to achieve too much with the monthly allowances granted to them. I think, therefore, if we are fortunate in our manager, he is in his turn fortunate in having directors who have shown the confidence in him from first to last by granting him an almost completely free hand in carrying out this great undertaking. I now have pleasure in moving the adoption of the report, and I will ask Mr. Watson to say a few words to you in seconding it.

Mr. W. P. D. Watson, in seconding the adoption of the report, said: Gentlemen, your Chairman has asked me to say a few words on my visit to the estate, and I am glad to do so. I had the advantage of seeing several estates in the Malay States, and I can only say that our estate does not suffer in comparison at all. I visited Sapoing after your Chairman, and I can tell you very little after his remarks on that subject, every word of which I am fully endorsed. The best I can do will be to give you a short description of the estate so as to fix, if possible, a value in your minds. You have some 20,000 acres running roughly North to South, and of that you have only under cultivation some 2,000 acres at the northern end of property, that is, the end nearest the railway. At the northern end there is a valley, and with the exception of one small clearing on the hillside which has been made for rubber that is given up entirely to tobacco. The hill to the south of this valley rises gradually till it gets to a plateau, and on that and the valleys beyond there is nothing but rubber. The rubber was looking exceedingly well right through the whole estate except on one field exposed to the wind, and I rather think that possibly that was one of the causes for checking it. The different blocks were all looking well cared for, and garages were going round stumping, rolling back the passion flower from the trees, and examining the trees for thread-blight. With regard to the stumping, the whole object of this is to destroy the thread-blight fungus, this fungus, which forms a cord-like thread on the roots, is conveyed by root contact or by insects carrying it from one tree to the other and we found in stumping distinct traces of this on the old jungle stumps. For that reason, if for none other, it is most advisable to remove these possible causes of infection, and I think the estate will certainly benefit from having that done, even if it has delayed the planting a little bit. Other well-known pests, like the white ant and dieback, are conspicuous by their absence, as far as troubles are concerned. Generally, the roads and drains throughout the estate were in capital order, and the whole estate had the appearance of great care, and, if I may say so, had a fat appearance. I was glad to see the fields being got ready for tobacco earlier than usual. I hope the result will be that we shall get our crop earlier, and so be able to get the pick of the market, and better prices. The earlier we get that the more likely are we to get better prices. We have problems ahead of us like everybody else. There is, for instance, the health of the labour force on the estate. The health has not been good up to the present, but there have recently been enormous signs of progress. The matter is being treated in a scientific manner, and with the greatest care, and I hope in a short time we shall not have to bother any more about that. Then there is the question of those 18,000 acres of surplus land which must come up soon for settlement. At any rate, as an asset it is extremely valuable, for I think I am not wrong in stating that the price put on jungle land by the North Borneo Government is £5 an acre. You have, therefore, a very valuable asset there, even if you do not develop it yourself. Lastly, there is this most important question of tobacco growing, and that is a very important question. I want

to be satisfied in my own mind that the best thing we could do would be to do away with tobacco-growing altogether. When I got out there, the manager put figures before me, and I have come home quite convinced that if his figures are correct, with an increased acreage we shall be able to grow tobacco, so that in any year we shall have no deficit on that crop. Well, gentlemen, I was very much pleased with the estate, and I can only echo Mr. Watson's words when I say that in Mr. Leese we have a very capable manager, and one, I feel, quite able to cope with the various problems that are presented. I have much pleasure in seconding the adoption of the account.

Replying to questions by Mr. Crossway, Mr. Wheeler, Mr. J. A. Jupp, and other shareholders, the Chairman said there was no trouble in getting labour. They obtained a certain amount of native labour, having an advantage in this respect over other Borneo companies, owing to the position of the company's estate. They had also some Javanese and Chinese, and if they obtained proper agriculturalists these got on very well. They all liked tobacco cultivation, and would come more easily to Sapoing than to a purely rubber estate, which was one reason for keeping on with tobacco cultivation. As to tapping, his own impression was that the Chinese should make very good tappers if paid on a piece-work system, for they were far the best piece-workers in the world he might almost say. In day work the Javanese were, on the whole, superior. As far as his information went, the rubber yields in Borneo compared satisfactorily with those of estates in Malaya. With regard to the lower prices of Borneo rubber companies shares as compared with those of Malayan companies, he thought this was due to the fact that in the latter country a good many companies had already developed, and therefore the outside public was more certain about it; but he thought that in another year's time, when three or four Borneo companies were in full swing, things would be very different. He could see no reason why Borneo should not be as high as Malaya States shares. As to an alleged rumour that the Sapoing Company were going to plant 250 fields of tobacco next year, this year they were planting 150 fields, but they had not finally made up their mind as to next year, though the manager had put forward figures showing that if more tobacco were planted he could produce it at a much lower average cost. A tobacco plantation hardly ever paid at first, and the Chairman quoted the instances of the United Latex and the New London Borneo Companies in this connection. Mr. J. A. Jupp said it seemed to him a rather dangerous policy to keep on increasing the tobacco acreage; the possible losses might prejudice the whole future of rubber. Tobacco growing was always a gamble, while rubber-growing was more or less certain.

The Chairman, continuing, said they did not mean to go in for tobacco so as to prejudice rubber. As to the production cost of rubber, he thought they should come about the middle of the cost in the Malay States. As far as they could see, the 18,000 acres at present uncultivated would always be beyond them, and they had thought they might sell a certain portion of the estate as a fresh company, and would try and get it ready for the next boom.

The motion was unanimously passed. In proposing the re-election of the Hon. O. H. Street as a director, Mr. F. H. Hardcastle said he was sure shareholders would feel, as his colleagues on the Board felt, what an enormous advantage it was to the Company that some of the directors, and especially the Chairman, should be personally acquainted with their estates and managers. Another thing to the advantage of the Company was that, although Mr. Street had been out four times, and Mr. Watson had also visited the estates on two occasions, they had paid their expenses out of their own pockets. Mr. Watson seconded the motion, and also emphasised the value of Mr. Street's services both at home and in Borneo. The resolution was adopted unanimously.

The auditors, Messrs. Broads, Paterson & Co., were also reappointed. In moving a hearty vote of thanks to the staff, the Chairman said Mr. Leese was very well supported by his staff. His two assistants were very keen and worked extremely hard. The speaker had not seen a staff on any other rubber estate which he thought compared with their own (Hear, hear.) Mr. John Kupli seconded the motion, which was cordially agreed to.

The proceedings terminated with a similar vote of thanks to the Chairman.

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

Public Company

GREEN ISLAND CEMENT COMPANY LIMITED.

A N INTERIM DIVIDEND OF FIFTEEN CENTS per Share for the Six Months ending 31st of June, 1910, will be payable 17th day of September, 1910, on which date, on Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive. SHEWAN, TOMES & Co., General Managers. Hongkong, 25th August 1910. [557]

Auctions.

PUBLIC AUCTION OF SUPERIOR WINES AND SPIRITS.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, TO-MORROW, the 3rd September, 1910, at 11 A.M., at his Sales Rooms, Duddell Street, A LARGE QUANTITY OF EXCELLENT WINES AND SPIRITS, comprising:- BURGUNDY, PORT, SWISS, CHAMPAGNE, HOCK, CLARET, BRANDY, WHISKY, GIN, &c. &c. ALSO GUINNESS' STOUT, HAMMONIA BEER, TEPLITZ and ROSBACH WATERS, &c. N.B.—The above are from such well-known firms as Sandeman, John Foster, Gonzales Byass, United Vineyards Proprietors Co., Miguel de Souza Guedes, Auger Fils, Adet Sevard, Aug. Wehr Tarbach, Hills and Underwood, James Martin, John Dewar, G. H. Mumm, Paul Deville, &c. &c. &c.

TERMS:—Cash on delivery. For further particulars, apply to GEO. P. LAMMERT, Auctioneer. Hongkong, 25th August, 1910. [559]

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will sell by PUBLIC AUCTION, on THURSDAY, the 8th September, 1910, at 12 o'clock (Noon), at his Sales Rooms, Duddell Street, IN ONE LOT.

All those Pieces or Parcels of Ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION OF SECTION "A" OF KOWLOON INLAND LOT No. 441, and THE REMAINING PORTION OF SECTION "B" KOWLOON INLAND LOT No. 441, with the European Dwelling House thereon known as "GLENTHORPE," Kimberley Road. The Property is held for the residue of the term of 75 years from the 24th June, 1888, created by the Crown Lease of Kowloon Inland Lot No. 441. Total Area 26,738 square feet. Total annual Crown Rent \$128.25. For further particulars, Conditions of Sale and inspection of plans, apply to GEO. P. LAMMERT, Auctioneer. Hongkong, 25th August, 1910. [558]

Intimations

PEAK TRAMWAYS COMPANY, LIMITED. NOTICE.

FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be SUSPENDED from 8.00 P.M. on SATURDAY, 20th inst., till 8.00 A.M. on MONDAY, 22nd inst. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st September, 1910. [578]

THE HONGKONG CIVIL SERVICE CO-OPERATIVE SOCIETY, LTD.

IT is hereby notified that Mr. D. B. VINCENT is appointed MANAGER of the above Society's Store from this date in place of Mr. H. S. MARKHAM. A. CHAPMAN, Chairman of Directors. Hongkong, 29th August, 1910. [568]

LEE YEE

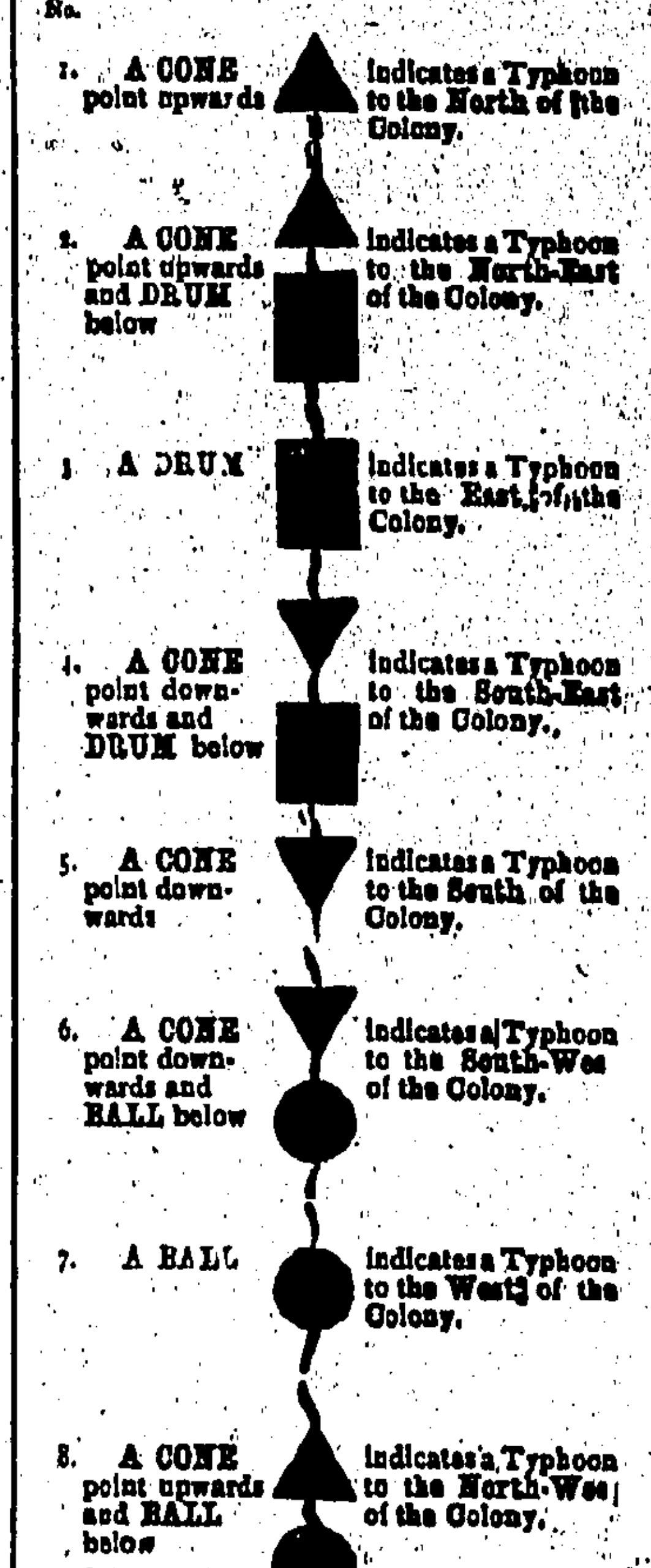
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE. 12, D'ARQUIER STREET, HONGKONG. Hongkong, 1st September, 1910. [560]

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that the weather is expected to be as indicated.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:-

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunrise, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

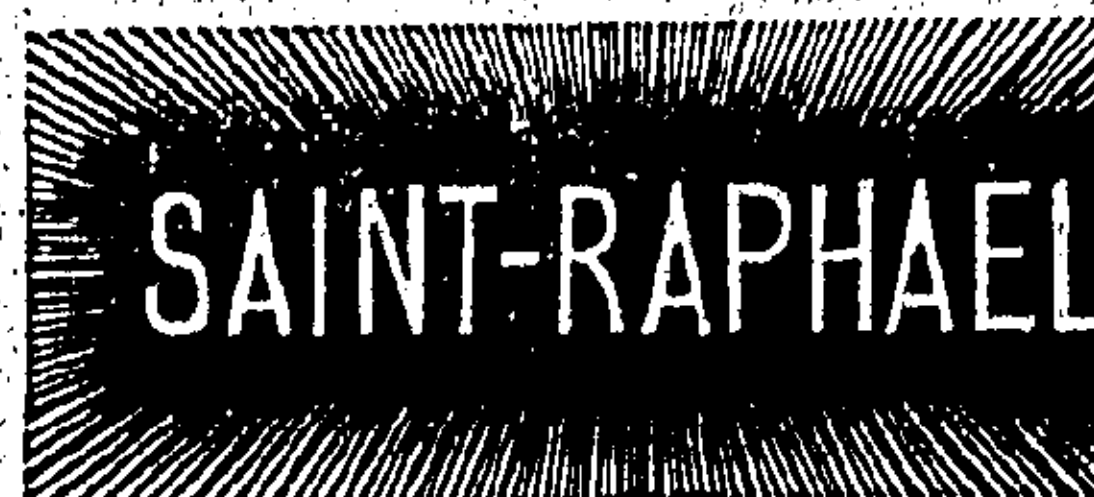
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen. Stanley. San Xi Wan. Cape Collinson. Kel Kung. Tai Po.

This will indicate that there is a dangerous approach to the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by Signal from the Harbour Office.

1910.



SAINT-RAPHAEL TONIC, RESTORATIVE, DIGESTIVE WINE.

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:-

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL GUARANTEEING GENUINITY.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and excellent preparation. To be taken on a lump of sugar.

COMPAGNIE VIN SAINT-RAPHAEL, Toulon (France).

DAVID BROOK MANCHESTER & Co., Hongkong.

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$35 per annum.

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The rate per quarter and per annum, proportionally.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On August 29, 1910, at Shanghai, to Mr. and Mrs. Ernest L. Allen, a daughter.

On August 28, 1910, at Weihaiwei, the wife of Dr. R. J. Marshall, of a daughter.

DEATH.

On August 29, 1910, Shanghai, George William Appleby, Chief Engineer of the S.S. Chuan-shan, aged 50 years.

On August 29, 1910, at Shanghai, Frank Edward Grant of the North China Insurance Co., Ltd., aged 34 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 2, 1910.

OUR COLONY'S DEFENCE.

One of the most interesting features of yesterday's meeting of the Legislative Council was the bringing in of the Bill entitled "An Ordinance to provide for the formation of a Volunteer Reserve." As regards the Volunteer movement and its organization, Hongkong at the present moment affords very unfavorable comparison when contrasted with Shanghai, Singapore, Penang or Rangoon. Why this should be so it is somewhat difficult to divine. In plain words, Volunteerism is not popular in this Colony. For this apathetic attitude assumed by our young men towards a valuable asset in the Colony's defence one hears many causes cited (including eloquence, favouritism and failure to reward long service and proficiency in the ranks). We know that in many cases there exists just ground for complaint under all the heads specified above. It is notorious that in the Volunteer promotion goes by social position, "rising goes by favour." In fact, for instance, they are not so equal

as the Taipan does not seem to be put under his drill by a Sergeant who happens to be his junior clerk in business hours. Somehow or other, Shanghai, and the Straits as well, show far better examples of camaraderie in the Volunteer ranks than is ever evinced in this Colony. In the field, all soldiers in the line are on equal footing, whether Volunteers or Regulars; all social distinctions are set aside; the ploughman's son may be abreast of a duke's son and prove the better man. This disregard of social status has been in the past one of the strongest factors in making for the success of the Volunteer movement at home. A navy who finds himself at drill abdicating to shoulder with the manager of the railway on which he works does not on that account lose any respect for the "Boss." On the contrary, his respect increases, for now he knows that both he and his employer share a kindred spirit and are on their mettle as men to man. In the Masonic brotherhood and in their antithetic organization of the Jesuits there is no regard given to social position. Much more should there be an absence of all such pretence in a body like the Volunteers. Could this harmful element be removed, we believe that the Hongkong Volunteers would become a valuable asset in the scheme of Colonial defence instead of a dwindling corps whose depleted ranks hardly justify existence. Since Sir Henry Blake's time, successive Governments have striven in vain to extend the usefulness and the numbers of our Volunteers. General Gascoigne made a manifold endeavour to arouse enthusiasm in this direction. No less energetic was Sir Matthew Nathan. Under Sir Frederick Lugard's aegis we saw the formation of the Mounted Corps and the proffer of many additional attractions for the donning of Volunteer uniform. As for Sir Henry May, we all know how near to his heart lies the Volunteer movement. In his explanatory speech at the Legislative Council yesterday His Excellency recalled the fact that in 1904 Sir Matthew Nathan established the Volunteer Reserve Association. His object was to make an addition to the defence of the Colony by establishing a reserve which would be in time a reserve of men who had served in the Volunteers; and in the meantime he hoped men who had already served in British Volunteer Forces or in the British Army would avail themselves of the Association to keep up their rifle shooting, and that men above the age of 35 (which was the age limit for entering the Association) who had not already undergone any military training might have the opportunity of learning the use of the rifle. His last two objects were attained by the establishment of the Volunteer Reserve Association. About 10 per cent. of the members of that Association are at the present time either ex-volunteers or ex-soldiers and a large number of members who never handled a rifle before have learned to become proficient shots. Sir Henry went on to say that there was no objection to the Reserve Association. "Objection" is not perhaps the proper word to use in this sense, as nothing can be objectionable that helps forward Volunteerism. That the Reserve Association lacks in some respects is true. It lacks in organization. There are no provisions for a qualifying standard in musketry for any sort of drill. This in the case of untrained men, said Sir Henry, is absolutely essential, and therefore it is impossible for the military authorities to afford to the members of the Volunteer Reserve Association a place in the defence scheme of the Colony. Sir Frederick Lugard noticed these deficiencies and he sought a remedy by inviting members of the Volunteer Reserve Association voluntarily to undergo a certain amount of drill. The proposal did not find acceptance at the time with the members of the Association. That was over a year ago. Since the proposal was made further experience had convinced the members that the Association should be organized in the manner proposed in the new Bill. It requires the members of the Association to undergo a regular course of musketry every year, the same course as is laid down for the Volunteers. It also requires of them a knowledge of elementary drill. In return they will each receive the loan of a rifle; they will be given the use of rifle ranges; they will receive free ammunition in respect of their annual musketry course, if they qualify in that course; and they will obtain armaments at favourable rates for practice. Above all, it is hoped that the Association so organized will be accepted by the Military authorities, and given a place in the defence scheme of the Colony. The Bill has General Broadwood's full approbation. In commenting upon it in Council, the General said that the time when Hongkong would be liable to attack would be at the outbreak of hostilities, and then time would not permit, war having been declared, of starting to enrol men. A defence had to be drawn out and perfected in all its details beforehand, and every man who had to take part in the defence must be allotted to his place. They could find lots of work for any able-bodied men who could shoot and who could be moved about in regular formations. There were plenty of men who had the goodwill to assist in the defence, but not having served in the Regular Army, the Volunteers or the Militia

their lack of training disqualified them from taking part in defensive measures. To such men who had the will this Ordinance provided the way. We trust that the measures now being taken will prove successful and lead to an all-round exaltation of the flagging interest in Volunteerism in Hongkong.

DUTYABLE IMPORTS.

A great deal of interest attached to the awaited reply to Mr. Murray Stewart's question in Legislative Council yesterday regarding the arrest of a respectable Chinese for importing dutiable liquor into the Colony without a permit. The question put was in the following terms:—"Is it the case that, on the 15th ult., a respectable Chinese, in possession of a small quantity of a certain medicated malt-extract, was arrested and taken to the Harbour Office, and there detained until the importing firm, from whom he had purchased it, was able to produce a letter from the Superintendent of Imports and Exports, saying that the said extract was not dutiable?" The Colonial Secretary responded to this query:—"A Chinaman, in possession of two dozen bottles of a liquor, resembling a European dutiable liquor, without any permit for the same, was stopped on the waterfront by a Revenue Officer and taken to the Imports and Exports Office. He was detained till the letter referred to in the question was produced and then allowed to go. Government is now advised that the liquor in question is dutiable and is a necessary step in the matter." So it would appear that one has got to be very careful in future, if one desires to indulge in the use of patent medicine, to ascertain that its constituents do not come within the scope of our Customs regulations. The poor woman who trusts faithfully in Mother Seccall's Syrup or in Searchem's Pills, the man who pins his faith in Clow's Chlorodyne or Spot's Emulsion, or even the unoffending mortal who slyly uses Knecker's Hair Restorer—all these have to be on their guard to ensure themselves of immunity from arrest and imprisonment. The case was bad enough of the Singapore Governor's butler being arrested at Johnston's Pier when taking ashore the surplus stock of wine after His Excellency and party had been out on a launch picnic. In all conscience it is vexatious that a man cannot take him in his rickshaw a bottle of non-permit whisky without risk of arrest. But when it comes to interfering with a citizen's patent medicine, the fate is being carried a little too far. "A new broom sweeps clean." Probably our recently organized Customs Revenue Service are somewhat overzealous in pursuit of their new avocation, fearful that they may err on the wrong side. That they have erred in the case of this unoffending merchant seems to be patent. The Colonial Secretary no doubt stated that the liquor had been found to be dutiable and that the Government were taking the necessary steps in the matter. This may mean anything or nothing. In all probability it means that the authorities are adopting an easy method of getting out of a very awkward situation.

LOCAL AND GENERAL.

The French Mail of the 2nd August was delivered in London on 19th inst.

A cotton mill has been opened at Newchwang, near the Liao River, with a capital of Tls. 2,000,000 jointly subscribed by Chinese and Japanese.

The Peking correspondent of the *New York Herald* informs his paper that Mr. Roosevelt has accepted an invitation to visit China next year.

The total output of the Chinese Engineering and Company's three mines for the week ending 23rd August, 1910, amounted to 18,688 tons and the sales during the period, to 13,975-30 tons.

The Macao Boundary Society has telegraphed to the Government praying it to order the authorities in Canton to displace a minor war to guard Chien San Bay against any attempted Portuguese aggression; but it has taken no action in the matter.

DISPATCHES from St. Petersburg state that the Cabinet has approved a Bill conferring upon Russian subjects in England equal rights with the Finns, and providing that anybody, including officials, seeking to prevent such equality shall be liable to prosecution.

In the Summary Court this morning, Begwan Singh sued S. A. Marican, of the Dragon Cycle Depot, to recover the sum of £16. Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, asked for a week's adjournment and the application was granted.

A NATIVE was awarded three months' hard labour at the Magistracy this morning for stealing two brass candle-sticks from St. Joseph's Church at West Point. The man was also found to have made a premature appearance in the Colony in connection with a term of banishment, for which he was given a further term of six months.

BEFORE Mr. Justice Hurland, Acting Police Judge, in the Summary Court this morning, Mr. Hind, of Messrs. Denton and Catt, mentioned the case in which R. F. Daly, of the Owl Grill Rooms, is seeking for a dissolution of partnership with H. Newbold and for an account of the partnership to be taken. Mr. Hind stated that as the plaintiff had filed his petition he asked that the case be put off to the 24th. The application was granted.

ALLEGED NEGLIGENCE BY AURATED WATER FACTORY.

CLAIM FOR \$3,000 DAMAGES.

Before Mr. Justice Hurland, Acting Police Judge, in the Summary Court this morning, Frederick Howell, Chief Bailiff of the Supreme Court, filed a claim against Messrs. A. S. Watson and Company to recover the sum of \$3,000 as damages for alleged negligence whereby a wound was inflicted on plaintiff's head by a soda-water bottle. Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. P. M. Hodgson, of Messrs. Ewens and Harston, represented the defendants.

Mr. Harris asked for a fortnight's adjournment—seven days each way—for the statement of claim and the statement of defence. The case would not occupy more than two days. His Lordship—Do you want a jury?

Mr. Harris—We're going to apply for a jury. There may be other interlocutory applications. The hearing was fixed for the 21st of October and the 1st of November next.

Mr. Harris—I ask for a jury.

Mr. Hodgson—My friend should make a separate application.

His Lordship—He's applying now.

Mr. Hodgson—I've had no instructions.

Mr. Harris—I'm willing to make a separate application if my friend consents to give me costs of the day.

Mr. Hodgson—No, I don't.

Mr. Harris—That's the usual practice for costs of ordinary attendance.

Mr. Hodgson—My friend can easily apply in Chambers to-morrow morning.

His Lordship disallowed the objection but granted liberty to apply in the event of an objection being raised over the question of the jury.

LORD KITCHENER'S GOLF.

HIS FIRST GAME.

Lord Kitchener played his first game of golf recently at North Berwick, where he had been staying for a few days. It was a promising start, though he frequently commented on his strokes, "That's no good," or "That's no use." (The golfer's usual comment in such cases starts with a big D—Ed.)

He did not start from the first tee, but slipped into a three-ball match after a few holes had been played with Mr. and Lady Winifred Renshaw. George Sayers, brother of the famous professional Ben Sayers, coached the colporteur of the Sedan, and frequently insisted on him stopping and playing a second ball when the first had travelled scarcely as far as the piece of turf dug out by the stroke.

Lord Kitchener confined himself to a three-quarter swing and made distinct progress. He ran down a four-foot putt at the seventeenth hole, and carried the bunker with his drive at the eighteenth. Sayers told him another ball for practice's sake, and Lord Kitchener drove it 180 yards—a good average stroke. Unfortunately, he "duffed" his approach twice.

Apparently his first round was enough to give him a taste for the game.

General Botha, it may be recalled, took lessons in golf at Nairn last September.

His Majesty's Charge d'affaires in Peking and Mrs. Max Müller arrived at Port Arthur on August 21 on board H.M.S. *Electric* from Weihaiwei. Admiral Tomoka gave a dinner in their honour that evening. They were to leave Port Arthur on the 23rd for Mukden.

Messrs. Minoura and Hamado, officials of the Yawata Iron Foundry, iron mines at Saito, Kokaido, were attacked by sango robbers on their way back to the mine from Saito on the 23rd ult. and were murdered. The robbers made away with booty to the amount of ¥1,000.

Mr. C. L. L. Williams, formerly of the U. S. Consular service at Shanghai and lately U. S. Vice-Consul in charge at Newchwang, has been promoted to the rank of Consul at Swatow. He is now in Shanghai and will proceed south in a few days to take up his new appointment.

A new journalistic venture made its appearance on Saturday under the title of *The Shanghai Mirror*. As the name implies, its province will be to counsel and to remind. The first number has a variety of illustrations and the price asked is the modest one of "five cents copper."

THE first auction of griffins for the season took place at the Shanghai Horse Bazaar on 26th ult. when the usual interested crowd of racing men and dealers was present. There was the usual keen competition for likely looking animals, and it is understood that the highest price was Tls. 775. From this the prices ranged to about Tls. 100.

SEVERAL conferences have been held at the instance of Prince Tai Tiao to discuss the question of cutting the queue. One of the conservative members of the Grand Council opposed this proposition strongly, but Prince Tai Tiao is firmly of opinion that the change should be made. He said that all the military men in the world are adopting the German military system, and in Germany the military man has his hair only one inch long. His Imperial Highness will make every effort to carry out this plan within the present Chinese year and to have all the military men in China cut off their queue.

MR. Bissier de Thuy, agent general for the Far East of the M.M. line, who returned from a tour of inspection in Japan on Friday, on Saturday received a cablegram from the head office of the company notifying him that he had been promoted to be in charge of the London office and was to proceed there as soon as possible. He will leave here for Europe in two weeks by the *M. M. str. Ville de la Gloire*. During his stay in the East he has done yeoman service for his company, and in addition he has done good work towards the improvement of the French Consulate. Both he and Madame de Thuy will be sadly missed in both continents, where they have hosts of friends.—*Shanghai Times*.

CRUISER "Vasco da Gama."

DEPARTURE THIS MORNING.

The Portuguese cruiser *Vasco da Gama*, which had been in these waters for close on two years, took her departure for Manila early this morning. Her sailing would have taken place earlier in the week, but owing to the typhoons, which had been hovering around for several days past, it was thought prudent to delay the cruiser's departure until this morning. The *Vasco da Gama* was ordered on a special commission to China early last year, and when she took her departure from Lisbon it was not thought that she would remain longer in the Far East than eight months. As it happened, however, the commission was prolonged considerably beyond one year, twenty months to be exact. On her way out the *Vasco da Gama* met with an accident in the roadstead at Singapore which necessitated her being directed at Tanjong Pagar. She enjoyed the distinction of being the first foreign vessel to enter Port Arthur after it was declared a commercial port by the Japanese. She was about to leave for Lisbon after her extended tour in Japanese waters when the trouble at Colowao led to her recall South. The crew of the *Vasco da Gama*, however, took no part in the campaign for the extermination of the pirate horde at Colowao. On her way to Portugal the cruiser will visit the Portuguese possessions in Oceania and Africa for the purpose of showing the flag. Her homeward journey will occupy about four months.

CLAIM BY SEAMAN.

ACTION DISMISSED FOR WANT OF PROSECUTION.

Before Mr. Justice Hurland, Acting Police Judge, in the Court of Summary Jurisdiction this morning, the case was again mentioned in which six seamen formerly in the employ of the Hamburg-Amerika Line sued the Company jointly to recover the sum of \$177.83, amount alleged to be due in respect of wages. Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the defendants, while the plaintiffs were absent from Court.

Mr. Davidson informed his Lordship that he had telephoned to plaintiffs' solicitor, Mr. Hung, this morning and was informed that the latter had no further instructions from the plaintiffs. He asked that the action should therefore be dismissed for want of prosecution. The time for the filing of the statement of claim in respect of five of the plaintiffs had been asked to be indefinitely postponed and as nothing had been done the plaintiffs were in default. It was understood at the last hearing that the case should be dismissed unless plaintiffs' solicitor could show strong grounds why it should not be so. The action was accordingly dismissed.

INTERPORT SWIMMING CARNIVAL.

LAST NIGHT'S RESULTS.

We have received information from Mr. Frank Lammert, hon. sec. of the Y.R.C., with regard to the results of yesterday's swimming contest in Shanghai, which are as follows:—

100 YARDS.
Tommy Logan (Hongkong) 1.
C. J. Cooke (Hongkong) 2.
R. W. McCabe (Shanghai) 3.
Logan won easily, without being pushed. He covered the distance in 66 1/5 secs. His best time in training was 63 secs.

PLUNGING.
A. S. Ellis (Hongkong) 1.
E. Fowler (Shanghai) 2.
R. C. Wittell (Hongkong) 3.
Five events will be competed for to-day, and should create a lot of excitement in Shanghai, and there will no doubt be as much excitement in Hongkong. The results will appear in our next issue.

To-day's events are as follows:—
5.30 p.m. Hongkong Park.
880 Yards Championship.
Throwing the Polo Ball.
9 p.m. Municipal Bath.
Neat Diving.
220 Yards Championship.
One Length Term Race.
For the 880 yards, C. J. Cooke and A. V. Barros will most probably represent Hongkong with R. W. McCabe and D. Cooke for Shanghai. R. W. McCabe was the winner of this event last year. Lionel Lammert should make a show in throwing the Polo Ball as he put up some good throws during the tests here. We have three men for the 220 Yards and Logan, the young champion, can be depended on for this event.

The *Shan Hai Times* of 29th ult. says:—
The local team will probably be constituted as follows:—(For water polo) Gial, J. R. Harris.

Backs, A. Tilbrook and D. H. Cooke; Half-back, R. W. McCabe (Capt.) Forwards, C. W. O. Mayne, Geo. Mayne and E. Thatcher. (200 yards) R. W. McCabe and E. Prince. (220 yards) R. W. McCabe and D. H. Cooke. (240 yards) R. W. McCabe and D. H. Cooke. (260 yards) R. W. McCabe, W. Jones and D. H. Cooke.

(Long Plunge) P. Fowler, T. Polignand, D. H. Cooke and R. W. Scott (Graceful Diving), E. Prince, A. Marques and P. Remedios. (Throwing Polo Ball) R. W. McCabe, A. A. MacDonald, P. Doyle and C. W. O. Mayne. The members of the team races (one and two lengths) have not yet been announced, nor have the Hongkong VII for water polo been definitely decided upon.

CHINA LIGHT & POWER COMPANY, LIMITED.

ANNUAL REPORT.

Following are the report and accounts of the China Light and Power Company, Limited, to be presented at the annual meeting of the Company to be held on this 17th inst:—

Annexed we have the pleasure to lay before shareholders, statement of accounts for the year ending 31st July, 1910. The profit from the working of the factory at Kowloon is only \$1,661.37 so it is not proposed to pay a dividend. The balance at credit of profit and loss account, including \$45,481.48 brought forward from last account, is \$57,142.72 and we recommend that this amount be written off as depreciation. Cash in hand on 31st July, 1910, was \$165,838.43, which will be absorbed by the cost of new gas engines, &c. for Kowloon. The earnings are small as we have now only Kowloon to rely on for revenue, but with the long-looked for development of the Colony over there as completion of the railway to Canton, we have every reason to expect that these figures will show a steady and continued improvement in future.

Consulting Committee.—In accordance with the Articles of Association Sir Paul Chater, C. M. G., Dr. J. W. Noble, and H. P. White, Esq., retire but offer themselves for re-election. Auditors.—The accounts have been audited by Mr. F. Maitland and Mr. A. O'D. Gordin, the former acting for Mr. W. Hutton Potts, who is absent from the Colony.

SHEWAN TOMES & Co.

General Managers.

Hongkong, 31st August, 1910.

RESERVE FUND ACCOUNT.

Dr.

To Bonus of \$5 per share on 50,000 Special Shares	\$250,000.00
To Amount transferred to Profit and Loss account	150,000.00
	\$400,000.00

Cr.

By Balance	\$400,000.00
	\$400,000.00

PROFIT AND LOSS ACCOUNT.

Auditors' fees	\$ 20.20
Consulting Committee's fees	750.00
Exchange (Loss on subsidiary coins)	1,787.79
Charges (Loss on other-wise)	8,480.40
Reduction of Capital, written off as depreciation	\$137,733.78
Reduction of Capital, written off as bid debts	1,266.22
Balance	\$50,000.00
	\$242,222.22
	\$111,404.01

Balance from last account	\$445,481.48
Less Amount placed to Reserve Fund	40,000.00
Interest	\$ 46,483.42
Amount transferred from Reserve Fund	150,000.00
Balance from Working Account	2,661.37
	\$11,462.41

BALANCE SHEET.

Capital:—	
50,000 Shares at \$10.00 each fully paid up	\$500,000.00
Less \$5.00 per share on 50,000 shares returned as per Special Resolution dated 18th February, 1910	(250,000.00)
	250,000.00

50,000 Special Shares at \$1.00 each fully paid up	50,000.00
	300,000.00

Sundry Creditors	14,797.95
Balance of Profit and Loss Account	50,242.22
	\$65,040.17

Kowloon	
Land as per last statement	\$37,735.18
Less Depreciation	3,375.18
	\$30,360.00

Buildings & Machinery as per last statement	159,000.00
Less Depreciation	100,000.00
	59,000.00

Since expended	13,508.00
	77,508.00

Furniture as per last statement	1,300.00
Less Depreciation	1,300.00

Lines as per last statement	57,000.00
Less Depreciation	20,000.00
	37,000.00

Since expended	1,545.57
	38,545.57

Materials, Stores, and Fuel in stock valued at	64,407.03
Less Depreciation on Materials and Stores	13,058.60
	51,348.43

Values of premises on unexpired policies	100.00
Sundry Debtors	638.04
Cash on hand	61.03
Kowloon	516.4
Company's Bankers 164,522.26 165,838.43	
	\$ 5,574.07

We have compared the above Statement with the Books and vouchers of the Company and certify the same to be correct.

F. M. LAM, F. M. LAM, A. O'D. GORDIN, Auditors.

Hongkong, 31st August, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	

From St. John.	From Hongkong.
"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 10 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States, and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/- Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families. Full particulars on application to Agents. Through Passengers are allowed Stop over privileges at the various ports of interest on route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian Atlantic Port £43/- Via New York £45/- For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. ORADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 9th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	MONDAY, 12th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	WEDNESDAY, 14th Sept., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers "Kureang," "Namsang," and "Pookang" leave about every 3 weeks for Shanghai and returning via Kobe, (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Koda, Lahad, Dain, Singapore, Taiwan, Usukao, Jasselon and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 315, Hongkong, 2nd September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"LINAN"	4th Sept., Daylight.
CHEFOO & NEWCHANG	"FACHANG"	6th " 4 P.M.
ILOILO & CEBU via AMOY	"SUNGKIANG"	6th " 4 P.M.
MANILA	"TAMING"	6th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANU". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA-TWINSORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SORROW STEAMERS (Aka, Chuan, Linan, Chuan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 35, Hongkong, 2nd September, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
SAIRO	8500	A. Fraser	MANILA	SATURDAY, 3rd Sept., at Noon.
ORIENT	8500	R. Rogers		SATURDAY, 10th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TAOOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TAOOMA, V. KOBE, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TAOOMA, V. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s newly built steamers are fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 4th Sept., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Captain Y. Yamamoto	WEDNESDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Captain Y. Fusanoo	THURSDAY, 15th Sept., at Noon.

SPECIAL REDUCTION of 25% will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION. HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking. Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine. The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP. For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office (Second Floor, No. 1, Queen's Buildings). Hongkong, 2nd September, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISASAKI MARU, Capt. F. Mori, 7,000 Tons KANAGAWA MARU, Capt. O. H. Butler, 7,000 Tons KITANO MARU, Capt. F. E. Cope, 7,000 Tons	WEDNESDAY, 14th Sept., at Daylight. THURSDAY, 8th Sept., at 5 P.M. WEDNESDAY, 28th Sept., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. Horiuchi, 7,000 Tons	SATURDAY, 10th Sept., From KOBE.
VICTORIA, B.C. & SEATTLE, KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, 7,000 Tons INABA MARU, Capt. K. Kawara, 7,000 Tons	TUESDAY, 13th Sept., at 4 P.M. TUESDAY, 13th Oct., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWAT MARU, Capt. T. Sekino, 5,000 Tons	FRIDAY, 30th Sept., Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes, 5,000 Tons	TUESDAY, 6th September.
SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. Fred. Fyfe, 5,000 Tons	WEDNESDAY, 14th September.
NAGASAKI, KOBE and YOKOHAMA	MIKOTO MARU, Capt. M. Yagi, 5,000 Tons	WEDNESDAY, 28th Sept., at Noon.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$80
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. Calling at Saigon. * Omitting Keelung & Shimizu.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KURUMOTO

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERAM, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mora", 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and the East for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Persia" in London on 15th October, 1910.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Values of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 22nd August, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

Captain Gregory, will be despatched as above on 17th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 30th August, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS"

Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 29th August, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUKZ CANAL (With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK: S.S. "LENNOX" On or about 3rd Sept.

S.S. "SAINT PATRICK" On or about 10th Sept.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 25th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.O. SEATTLE AND TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Operator
Swedia	6,132	F. S. Cowley	1910
Kamer	6,231	G. B. McGill	17th Sept.
Aymorio	4,303	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient indentment offers.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & Co., LIMITED, General Agents. Queen's Building, Hongkong, 5th August, 1910.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports, on SUNDAY, the 4th inst., at 10 A.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 2nd September, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLO.

(Taking Cargo at through Rates to PERMAN GULF and BAGDAD; also—BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPR," Captain Morisco, will be despatched as above on MONDAY, the 13th September, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 31st August, 1910.

Consignee.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES. FROM EUROPE.

THE Company's Steamship

"GLAMORGANSHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th prox., at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 5th prox. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 30th August, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"AMBRIA," Captain Delon, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex s.s. "Pawlopolina" from New York.

"Belgravia" from Bordeaux.

"Belgravia" from Lisbon.

"Belgravia" from Copenhagen.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 30th August, 1910.

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex s.s. "China, Sardinia and Nilotopa" (Bales of Paper).

From Australia, ex s.s. "McGowan". From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 6th Sept., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Representatives at the appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 31st August, 1910.

Consignees.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents,
Hongkong, 30th August, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"JOYO MARU."

having arrived from the above ports, Con-
signees of Cargo are hereby informed that their
Goods are being landed and placed at their
risk in the Hongkong and Kowloon Wharf
and Godown Company's Godowns at Kow-
loon, where each consignment will be stored
out mark by mark and delivery can be obtained
as soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, to-day.

Goods not cleared by the 7th September,
will be subject to rent.

No Fire Insurance has been effected.
Damaged packages must be left in the
Godowns for examination by the Consignees
and the Co.'s representatives at an appointed
hour. All claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
claims will be admitted after the goods have
left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 1st September 1910.

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VUEX ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single;
Assortment of Stamps and Post Card
Albums.

Postage Stamps Catalogues for 1910.
Stock Books, Duplicate Pocket Books,
Transparent Envelopes.

Twelve, Magnifying Glasses, Perforation
Gauges.

Novels, Books for parlour and household
use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants,
Medals, Statuettes, Flower Seeds,
Relief Scraps and Scrap Albums.

MANILA CIGAR AND

CIGARETTES.

Inspection invited,
Hongkong, 1st June, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE

at the Premises formerly occupied by
A CHEE & CO.

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND

FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Wares of all
descriptions, always on hand, for sale or on
hire at moderate rates.

Hongkong, 1st June, 1910.

THE WEATHER.

On the 2nd at 11.55 A.M.—The barometer has
fallen quickly at the Formosa Channel stations
owing to the approach of the typhoon, which
continued to move Westwards and is now situated
at the northern entrance to the Channel. The
Sharp Peak station of the E. R. A. and C.
Telegraph Co. reports typhoon force of wind
from North at 11.55 A.M.

Last evening the China Sea typhoon was
approaching the neighbourhood of Haiphong.

The returns from Indo-China are lacking
this morning.

The depression lying over the N. part of the
Sea of Japan yesterday, has moved into the
Pacific.

Pressure is highest over the Pacific to the
South of Japan.

Very bad weather may be expected in the
Formosa Channel, and freshening monsoon
over the North part of the China Sea.

Hongkong Rainfall for the 24 hours ending
at 10 A.M. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, W. and
S.W. winds, freshening; Sun at first, squally
and showery later.

2.—Formosa Channel, Cyclonic gales.

3.—South Coast of China between Hongkong
and Swatow, W. and S.W. winds, strong.

4.—North part of China between Hongkong
and Hainan, Variable and W. winds, moderate.

ROBBER ESTATE RETURNS.

	June	July	Total
Allagar	3,500	3,520	7,020
Alor Pongon	3,000	3,020	6,020
Alma	700	850	1,550
Anglo Malay	49,782	55,627	105,409
Ayer Kuning	—	833	833
Ayer Molek	—	2,013	2,013
Ayer Panas	500	—	500
Balagwan	9,175	8,757	17,932
Batak Rabb	—	1,335	1,335
Baurang	1,948	2,700	4,648
Batu Caves	13,034	17,458	30,492
Satu Tiga	7,689	8,462	16,151
Bertam	6,705	—	6,705
Bevriac	—	40,302	40,302
Bikam	1,266	2,051	3,317
Brieh	900	1,288	2,188
Bukit Kajang	4,293	5,473	9,766
Bukit Rajah	28,812	30,840	59,652
Bukit Lintang	3,800	5,800	9,600
Bukit Timah	779	624	1,403
Bukit K. B.	300	—	300
Carey United	11,800	12,000	23,800
C. Utchfield	3,700	3,800	7,500
Changkat Senfang	3,329	3,658	6,987
Changkat Selak	950	1,100	2,050
Cicely	12,495	16,000	28,495
Consolidated Malay	24,770	—	24,770
Caledonia	21,000	23,400	44,400
Chamoor	630	868	1,498
Chiamore	2,182	2,223	4,405
Damansara	27,911	—	27,911
Edinburgh	6,400	6,500	12,900
Federated (Selangor)	11,317	—	11,317
F.M.S. Rubber	28,670	32,770	61,440
Geelong	14,600	21,000	35,600
Glengary	1,853	1,735	3,588
Glenshiel	3,857	4,899	8,756
Golden Hope	2,056	5,114	7,170
Golconda	11,803	—	11,803
Gula Kalumpung	—	10,000	10,000
Harpender	8,700	—	8,700
Haylor	—	349	349
Heawood	902	1,100	2,002
High & Lowlands	37,471	39,256	76,727
Inch Kenneth	13,311	11,400	24,711
Idragiri	824	—	824
Jagra	10,274	11,758	22,032
Jeong	19,500	—	19,500
Kapar Para	13,389	—	13,389
Kamuning	7,052	7,935	14,987
Kempsey	—	5,507	5,507
Kepong	2,075	3,900	5,975
Klebang	—	216	216
Kota Tinggi	164	5.0	3,068
Kuala Klang	2,238	—	2,238
Kuran	2,076	2,040	4,116
Krian Rub. Est.	3,124	3,500	6,624
Kuala Lumpur	45,200	48,300	93,500
Labu	19,134	16,526	35,660
Lacandon	37,793	36,923	74,716
Ledbury	9,544	9,844	19,388
Linggi	63,000	71,000	134,000
London Asiatic	12,540	16,255	28,795
Malacca Plant	21,500	22,500	44,000
Merton	1,912	1,983	3,895
New Serend	—	415	415
North Hummock	5,008	—	5,008
Nova Scotia	10,100	14,075	24,175
Palam	3,000	3,250	6,250
Pattling	27,448	27,428	54,876
Pegoh	3,570	3,500	7,070
Pengkalan Duri	—	968	968
Perak Plant	10,774	—	10,774
Port Dickson	171	—	171
Radella	1,017	—	1,017
Rembia	621	597	1,218
Ribu Rubber	4,994	5,437	10,431
Rubana	12,500	16,500	29,000
Ratan	1,575	1,850	3,425
Riber Growers Assn.	3,811	3,507	7,318
Sengat	7,000	7,031	14,031
Selaba	5,860	6,750	12,610
Sungei Choh	4,800	—	4,800
Sungei Kapar	16,800	—	16,800
Sundyroff	6,782	9,314	16,096
Sundelf	16,085	—	16,085
Selangor	33,889	30,541	64,430
Seremban	34,087	36,515	70,602
Sembawang	271	535	806
Senawang	5,772	6,350	12,122
Shelford	7,901	10,500	18,401
Spore & Johore	11,875	11,780	23,655
Singapore Para	4,900	5,400	10,300
Straits Rubber	24,700	—	24,700
Sungei Salak	2,012	2,858	4,870
Sungei Way	6,208	—	6,208
Tambalak	—	964	964
Telik Anson	155	680	835
Tall Ayer	13,100	13,500	26,600
Trafalgar	321	324	645
Tromp	—	2,160	2,160
Ulu Pandan	410	475	885
United Singapore	1,610	1,945	3,555
United Sumatra	4,510	3,710	8,220
Valambrosa	35,500	—	35,500

[All totals are calculated for the calendar
year instead of the financial year, which differs
with many companies. Managers of Estates,
returns for which in above list are incomplete,
will help to make the list more useful if they will
kindly fill in the gaps.—Singapore Free Press.]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	119 7/8
Do. demand	119 1/2
Do. 4 months' sight	119 1/2
France—Bank T.T.	2 1/2
America—Bank T.T.	43
Germany—Bank T.T.	43
India T.T.	43
Do. demand	43
Bombay—Bank T.T.	74
Singapore—Bank T.T. per H.K. \$100	76
Japan—Bank T.T.	77
Java—Bank T.T.	107
Buying.	
6 months' sight L/O.	110
6 months' sight L/O.	110
7 days' sight San Francisco & New York	44
6 months' sight do.	45
7 days' sight Sydney & Melbourne	51 1/2
6 months' sight France	43
6 months' sight do.	43
6 months' sight Germany	43
Bar Silver	84
Bank of England rate	11
7 months' sight	11

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KANDORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION (BASED ON LAST YEAR'S DIV.)	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,000,000	\$1,000,000	\$2.50 for half year ending 31.12.09 @ ex 1/8	5%	\$910 sales
National Bank of China, Limited	99,925	£7	£6	£4,000,000	£4,000,000	\$2 (London 3/6) for 1909	...	\$26 buyers
MARINE INSURANCES.								
Centina Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	\$1,500,000	Final for 1908	6%	\$172 buyers
North China Insurance Company, Limited	10,000	£15	£5	£1,000,000	£1,000,000	Final of 7/6 making 15/- for 1908	5%	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000	\$1,000,000	Final of \$20 per share, making in all \$50 per share for 1908 and interim dividend of \$30 per share for 1909	6%	\$355 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$1,000,000	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7%	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$1,000,000	\$6 and bonus \$2 for 1908	7%	\$124 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$1,000,000	\$27 for 1908	8%	\$344 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$750,000	5% for 1908	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	\$1,000,000	24 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$1,200,000	Dividend of \$1 1/2 for 30.6.10	8%	\$33 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£1,200,000	£1,200,000	6/- for 1907 on Preference shares only @ ex 1/8 11/16-5/-	...	\$60 sellers
Do. (Deferred)	60,000	£5	£5	£1,200,000	£1,200,000	3rd 1/2 of 2/- per share (coupon No. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	5%	\$8
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	£7,000,000	£7,000,000	A dividend of 7 1/2% for yr. ending 30.1.1910	4 1/2%	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$2,000,000	\$10 per share for 1907	6%	\$160 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	\$700,000	\$5 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	Tls. 350,000	Tls. 10 for year ending 31.3.09	...	Tls. 500 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£1,000,000	Interim of 1/8 for 1910 (coupon No. 14)	9%	Tls. 15
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	£600,000	£600,000	First year	...	Pa. 15
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,500,000	£1,500,000	\$4 per share 19th dividend	5%	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	£1	£1	£5,000,000	£5,000,000	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$4 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$450,000	\$1.75 for year ending 31.12.08	...	\$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$3,300,000	\$3,300,000	\$2 1/2 for 1909	4 1/2%	\$54 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$2,500,000	No dividend paid this year	...	\$50 1/2 sales
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 5,570,000	Tls. 5,570,000	Final of Tls. 3 making Tls. 6 in all for 9/10	6 1/2%	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,600,000	Tls. 1,600,000	Interim of Tls. 3 for 1910	7%	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 2,500,000	Tls. 6 for year ending 29.2.09	8 1/2%	Tls. 101 buyers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$751,845	\$2.20 on old and 60 cents on first new issue	8 1/2%	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$600,000	\$2.60 on old shares and 1.30 on new shares	...	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$5,000,000	Final of \$1 making \$7 for year end 31.12.09	7%	\$101 sales
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$1,500,000	45 cents for 1909	6 1/2%	\$16 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$300,000	\$2 1/2 for 1909	8 1/2%	\$52 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 3,750,000	Tls. 3,750,000	Interim of Tls. 3 for 1910	6 1/2%	Tls. 112 sales
West Point Building Company, Limited	18,500	\$50	\$50	\$925,000	\$925,000	Final of \$1.8 making in all 3.80 per share for 1909	8 1/2%	\$59 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000	Tls. 1,000,000	Tls. 11 for year ending 31.12.09	8 1/2%	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$1,250,000	50 cents for year ending 31.7.08	10%	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 750,000	Tls. 7 1/2 for year ending 30.6.09	12 1/2%	Tls. 62
Leong-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 800,000	Tls. 6 for 1909	7%	Tls. 65
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 200,000	Tls. 25 for 1909	10%	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	£1,500	£1,500	15% per share for 1908	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$10	\$10	\$600,000	\$600,000	60 cents for 1909	6%	\$81 buyers
China Light and Power Company, Limited	50,000	\$15	\$15	\$750,000	\$750,000	60 cents for year ended 28.2.08	...	\$1.40
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$1,250,000	80 cents for 1909	9%	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000	\$300,000	\$1.20 for year ending 31.7.07	6 1/2%	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$4,000,000	Final of 40 cents making in all 7 1/2 cents per share for 1909	70%	\$5 nominal
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$120,000	14 per cent. viz. \$1.40 for 1909	12 1/2%	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$600,000	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2%	\$10 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$125,000	Final of \$8 for 1909	6 1/2%	\$155 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$600,000	Final of \$1 making in all \$2 for 1908	9%	\$15 buyers
Mitsubishi of Japan, Ltd.	25,000	Gr. 100	Gr. 100	Tls. 2,500,000	Tls. 2,500,000	Interim dividend of Tls. 12 1/2 (15th March)	5%	Tls. 1,300
Peak Tramway Company, Limited	25,000	\$10	\$10	\$250,000	\$250,000	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2%	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	\$500,000	\$500,000	None	5 1/2%	\$10 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000	\$750,000	None	...	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 600,000	No dividend this year	2%	Tls. 155
Societe des Papiers et Papeteries du Tonkin	13,200	Benefit shares 1,200	50 Halphong Nominal	...	...	First year	...	\$59 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	\$150,000	None	...	\$26 sellers
Steam Laundry Company, Limited	30,000	\$25	\$25	\$750,000	\$750,000	10% for year ending 31st May 1910	10 1/2%	\$11 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$500,000	60 cents for year ending 31.12.05	5%	\$8 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$100,000	60 cents per ord. share for year ending 31.12.09	5%	\$11 sellers
Watkins (A.S.) & Co., Limited	10,000	\$10	\$10	\$100,000	\$100,000	25 cents for 1909	12 1/2%	\$5
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$900,000	None	...	\$16
William Powell, Limited	15,000	7	7	£105,000	£105,000	None	...	\$2 sellers

Hotels.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brand of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

(499)

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 4th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 31st August, 1910.

(50)

Intimations



SIEMSEN & CO., Sole Agents.

49

NEW SHOP JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF RARE JEWELS, &c., &c., &c.

MOHIDEEN & CO.

Dealers in

CEYLON PRECIOUS

STONES, &c.,

38 & 40, QUEEN'S ROAD

CENTRAL.

Hongkong, 2nd May, 1910.

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(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Central, 2nd October, 1910.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
 10.00 a.m. to 11.00 a.m. ... Every 15 minutes
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The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8805

號九廿月七年二統宣

FRIDAY, SEPTEMBER 2, 1910.

五拜禮 號二月九英治香

Singapore Press, 1910.

CONTENTS.

Births, Marriages and Deaths.

Leading Articles.

The Prison System of Hongkong.

Annexation of Korea.

The Harbour Tunnel Scheme.

A Hard Case.

Our Police Force.

U. S. and the Open Door.

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The Hongkong Telegraph.

MAIL SUPPLEMENT.

HONGKONG, FRIDAY, SEPTEMBER 2, 1910.

THE PRISON SYSTEM OF HONGKONG.

(27th August.)

Of late there has been a good deal of

commentary made upon the methods of prison

administration in Hongkong, and the same

are calculated not only to vilify

the system but to bring into disrepute

the persons who are responsible for its enac-

tment and practical operation. It so hap-

pens that an occasional correspondent of the

Telegraph, writing from Assam in India,

mentions in his most recent message that

he has been put on a more substantial basis

as a sub-magistrate through being empow-

ered to sentence a man now to no less than

six months' hard labour. We question

whether any of our readers ever had the

misfortune to undergo such a penalty as

six months' hard labour in an Asiatic prison.

Certainly none of our editorial staff under-

stand it for sedition or anything else. But

the fact remains that a young cadet in India

in his capacity as a sub-magistrate can send

a man to worse than penal servitude for

half a year. It may well be that those young

cadets who are drafted out to India or to

Hongkong are unaware of the enormity of

the punishment which a six months' im-

prisonment entails. The sentence is passed in

cold blood. The magistrate in many cases

does not know what the punishment con-

ditions are. In most instances, as it appears

to us, the Bench knows nothing about the

severity attaching to six months' im-

prisonment with hard labour, or, if it does

so, ignores the fact. The regrettable result

is that in every year there have to be re-

corded deaths in gaol of European and Chinese

prisoners whose demise is due to nothing

more or less than to laxity of prison regu-

CUTTING OF THE QUEUE.

(27th August.)

From a photograph of the batch of some

fifty Chinese students who are now proceed-

ing to America, we notice that two or three

of them have discarded the queue and wear

their hair in European fashion. One cannot

help wondering whether or no the position

will just have been reversed by the time

these students' educative term is finished.

That this will be so is a statement that can

only be hazarded; yet if we consider the

precedents set by other Chinese students

and merchants, traders and travellers, whose

pursuits led them abroad, it is not at all

fantastic to suppose that each succeeding

year will see the discarding of the queue

much more common amongst Chinese

visitors to or dwellers in other coun-

tries. It is only about a century since

the queue was abolished in the British Navy

and Army. One recalls the blue-jacket in

one of Maryat's novels who prided himself

in having the longest and sleekest queue in

the ship. He, however, had offended his

sweetheart ashore and in revenge the damsel

in Delhi fashion cut off this pride of Jack's

existence, whilst he slept. On awakening

up to his irreparable loss, Jack was so

angry that he turned his pigtail into a kind

of cat-o'-nine tails for the flagellation of his

one-time sweetheart. In the Army it was

not so long ago that the very last vestige

of this wearing of the queue disappeared

from the British military uniform. It

belonged to only one regiment, too, the

Sherwood Foresters, who when in

Hongkong still retained the distinction

—a distinction granted for gallant conduct

in the field—one little remnant emblem

commemorative of other days. That was

the short narrow strip of yellow cloth run-

ning from the tunic collar down the centre

ANNEXATION OF KOREA.

(27th August.)

From the text of the official Declara-

tion, and Treaty, we publish today, the

annexation of Korea by Japan has become

practically an accomplished fact; and from

the tone of articles and comments appear-

ing on this subject in our last batch of

Home and American Mail papers it is ob-

viously apparent that Japan's absorption

of the fruitful Peninsula is looked upon

with no alarm in Europe and America:

perhaps with a veiled equanimity but cer-

tainly with the spirit of hostility. In Korea

itself it cannot be said that the same spathy

of feeling exists amongst all sections of the

population. Stern repressive measures have

already had to be taken by Japan in order to

make possible a puritance in full of her

programme of acquisition. Nor will the mere

declaration by Japan that the consummation

of her scheme has been achieved reverse

being to a period those antagonistic move-

ments against which she has had to battle

ever since her first policeman entered Korea.

And of this, apparently, she is quite cog-

nizant. As proving it, we learn some very

interesting facts from Northern journals.

Quite recently the Japanese authorities

at Fusan prohibited the entry into Korea

of twelve newspapers, published in Tokyo,

Osaka and Kiushu districts, on the ground

that they contained matter detrimental to

the public peace. So we are likely to see,

at any rate, a strict system of Press cen-

sorship established and only officially ap-

proved papers to be allowed permission to

enter the country. The *Taishan*

Ally, organ of the Taikan Association,

was suspended, one day this month, from

publication on the ground that matter

detrimental to public peace had appeared in

its columns. The Korean political parties,

under public discussion.

During the water

famine of 1902, the matter received more

than usual attention and many were the

schemes propounded for solving the difficulty

and securing a supply of water for needy

Hongkong by tapping the ample resources

of the Kowloon high lands and at the same

time erecting a permanent way of com-

munication between the Island and the

Peninsula. One scheme proposed the lay-

ing down of water mains on the bed

of the Harbour, but that had to be

abandoned in theory as impracticable.

In the end public favour seemed to be divid-

ed between bridging or tunnelling as a

means to effect the required connecting link.

Against the bridge scheme there were a good

many objections to be urged. In the first

place, it was going to split the Harbour in

two and even if a swing bridge were to be

provided free passage through the Harbour would

be practically at an end. Of course, this

would not much affect large shipping, which

even now often leaves the Harbour by the

way that it came in, preferring to go round

the Island rather than traverse the crowded fair-

way. The loss of time thus occasioned is in-

finite. Then came the proposal of a tunnel.

In this embryo scheme the greatest pos-

sible interest was evinced by our late Harbour

Master, Captain Murray Rumsey, R.N. He

was a thorough believer in the tunnelling

project and strongly advised the Government

that when the day came—as it inevitably must

come—for some direct means of communi-

cation to be set up between Hongkong and

the mainland, they should adopt tunnelling

in preference to bridging. So great, indeed,

was his enthusiasm in this matter, that on

the occasion of the Harbour Master's de-

parture from the Colony in 1903, the Officer

Administering the Government, Mr. (now

A HARD CASE.

There are some of our Sanitary Board

by-laws and regulations which appear to

be hardly upon certain classes in the com-

munity, and at their meeting yesterday, one

instance of this was brought prominently in-

to notice. This case need not be regarded

for a moment as "the exception that proves

the rule" for it is only one of many that come

under the category of which we speak. In

this instance a humble fish-boller from Sham-

sho applied for a licence for his premises

at that village, the same being required un-

der the offensive trades section of the by-

laws. The licence was refused because the

applicant had not been vaccinated for the

purpose. It was stated by the

President, Mr. Wolfe, that: "The applicant

had not been vaccinated for the purpose of

Journal of Management Studies, 19(6), 701-718.

Rule of the Road.

S.S. "KINSHAN" v. "CHARLES HARDOUN."

FRENCH, SKIPPER, FINE.

29th ult.

Before Commander Basil Taylor, R.N., Marine Magistrate, this morning, William Anderson, Master, Captain of the s.s. *Kinshan*, prosecuted Captain E. S. Bismarck of the s.s. *Charles Hardoun*, for failing to observe the rules of the road in the waters of the Colony at about 10 p.m. on the 24th inst. Mr. Bismarck, of Messrs. Benson, Lockyer and Co., Deacons, was for the plaintiff, and Mr. E. J. Gibb, of Messrs. Wilkinson and Gibb, was for the defendant.

Plaintiff, in his evidence, said:—Both our vessels, the *Charles Hardoun* and mine, sailed at 10 p.m. The former generally uses the Southern Fairway, we the Central, going between Apar and China Merchants' buoys. A plan was then produced at this stage prepared by witness.

Continuing, plaintiff said:—On 24th inst. at 9.55 p.m. I was preparing to move off from my wharf and heard the *Charles Hardoun* whistle—two blasts. I then did the same and rang "Standby" on the telephone. Two minutes later my engines were going ahead. I was lying bows out. Tides float about 1.5 when I got clear of the wharf. I saw the *Charles Hardoun* showing green light. It was moonlight and I could see the vessel herself just leaving her wharf, apparently heading a bit to the eastward, in our direction. I then had an idea that she was coming the same way as ourselves, west, or, on my course, half speed. When the whistle about the *Standby* (marked 300 p.m.) she blew two blasts, she appeared to be going at a high speed; she was then about 400-450 feet away, abeam my beam. I then slowed and ported my helm. I stopped and then put helm hard a-starboard. I did this because I saw that I had continued on my course and speed a collision was inevitable (4). The *Charles Hardoun* went on still with starboard helm, her stern swung round, and cleared my bow by 12-15 feet. When she had gone on clear of me, I resumed my course.

After blowing her two blasts, the *Charles Hardoun* appeared to increase her speed. She seemed to be going full speed I presume—she passed ast of *Standby*.

By Mr. Gibb:—The *Charles Hardoun* did not leave her wharf some minutes before me. Both ships left practically at the same time. I blew my whistle because she had blown hers. We were ahead of the *Charles Hardoun* all the time. She had lots of room to go under my stern, and he could have done it without any bother. When he blew his two blasts, I saw that he intended to pass between me and the *Standby*. At that time it might have been too late to have altered my course. I did not want my engines to keep clear of her. If I had, should have drifted down on top of junks. I generally keep about 50-600 feet from the *Standby* buoy in going out. On this occasion I didn't see that buoy, so I can't say how far from it I passed. I didn't see the *Standby*. When I first saw the *Charles Hardoun* I thought she was passing under my stern.

By the Court:—Both *Charles Hardoun* and *Kinshan* were in the same position.

Re-examined:—It would have been simple for the *Charles Hardoun* to pass under my stern.

E. O. Marsh, mate of the *Kinshan*, then stated that he was on the bridge with the Master on 24th inst. before 9.55 p.m. He went up there about 9.55. He heard a steamer's whistle after he had got up there. He then, on Master remarking that it was 10 o'clock, went to his station in bows. As he went down he heard the *Kinshan's* whistle and telegraph, 11-2 minutes later, they had cast off and were underway. He then saw the *Charles Hardoun* lying half across the fairway. He was getting his lights astowed away, and did not watch her. She gave him the impression of turning in their direction. About two minutes later he heard her give two blasts, which attracted his attention. He looked up and saw her port light—between 400-500 feet away abeam his beam. He could not see her starboard lights. Then he saw his light disappear and his green re-appear, as she came round to port. He then went to get fenders ready in case of collision; he noticed that they were turning to starboard and that their way was stopped. The *Charles Hardoun* kept turning to port, and her stern passed about 10-15 feet from their port bow. They did not keep out of the way, they should probably have run into the *Charles Hardoun*.

Cross-examined:—When the two blasts were blown we were heading about at right angles to each other. The *Charles Hardoun* at that time could easily have gone under our stern she could have done so by turning less sharply than she did.

By the Court:—When I first saw the *Charles Hardoun* (plaintiff) her stern was clear of her wharf, our was not clear of ours.

Young Cheng Ho, No. 1 Pilot of s.s. *Kinshan*, stated:—On 24th inst. at 10 p.m. we left the wharf. I was in the wheel-house. The *Charles Hardoun* showed off about 10 seconds before we did. After starting I saw the *Charles Hardoun* in the Southern Fairway coming towards us, so as to turn up into Central Fairway. She generally goes West along Southern Fairway. On this occasion she came our way. When about 500 feet from us she blew two blasts. I saw both lights at the time, our Master then slowed. This was at 10.15 I heard the *Charles Hardoun's* whistle before starting—at about 10 o'clock. When she got nearer we stopped engines and put her on port in order to avoid collision. The *Charles Hardoun* kept on full speed and her stern cleared our bows by about 12 feet. If we had not slowed there might have been a collision. The *Charles Hardoun* was a lot of room for her to pass our stern; it might have been easier.

By Mr. Gibb:—There was no moon, but I could see the *Charles Hardoun* because she had many lights. When I first saw the *Charles Hardoun* I didn't know which way she was going; I first saw her green light.

The Defendant gave his evidence as follows:—I am master of the *Charles Hardoun*. On 24th inst. I left the wharf. After I left the wharf, I heard her whistle. There was a very strong flood tide. I was clear of the wharf before the *Kinshan* showed off. I admit I and I except that I was on west side of my wharf. I had intended to swing my ship from end of the wharf with a wire at stern, and go West down Southern Fairway, but the man on the wharf let go the wire, and I got across the fairway and had to turn the other way. I got close to the *Standby* buoy. I meant to go very slow and let the *Kinshan* pass. I saw her coming on, but the tide was up of the *Standby*, and I went full speed ahead and helm hard starboard and went close round the *Standby* buoy clearing the *Kinshan* by half a ship's length. I do not know whether the *Charles Hardoun* was at her buoy or not; I saw her buoy clear.

Cross-examined by Mr. Bismarck: The *Charles Hardoun* is a small vessel; the propellers do not overlap. I found after being off that it was impossible for me to turn West. If the *Kinshan* had not done what she did, she would have been a collision. I was not aware of the *Charles Hardoun's* position until she was close to me.

marked my ship properly. It is easier to do so steering the life as a rule than working across it.

Re-examined by Mr. Gibb:—At 9.15 I was with my bows turned more to V than is marked on plan. I had to go full speed in order to turn my bows. I meant to have gone under the stern of the *Kinshan*, but could not turn her. If I had not done what I did I should have probably collided with the *Kinshan* as I was between two fires.

By the Court:—I knew that the *Kinshan* was going to sail at 10 o'clock, and that was why I left four minutes before my time.

Both solicitors having addressed the Court, the Court held that the *Charles Hardoun* failed to keep well clear of the *Kinshan* as required by rule No. 19; that she did attempt to cross ahead of *Kinshan* thereby offending against Rule 12.

The defendant was consequently fined \$50 or two months.

SHANGHAI TRADE.

CURTAILMENT OF CREDIT.

Messrs. Noel Murray & Co.'s report on the Shanghai Piece Goods Trade says:—

The Report on our Market during the last week could be summed up in two words "Nothing New" as with the exception of the usual odd lines of specialities in Fancie we had no new order worth mentioning. It was to be expected that this state of things would be the order of the day during the fortnight our dealers have been given time to consider the best method of changing from the old method that it has been thought necessary to introduce regarding their native orders as mentioned in our last report.

Curtilment of credit which one of our weekly papers in an excellent article on the subject, describes as the "Fox and Mother of Trade" is bound to affect the weaker financial and trading concerns but without a radical change can be effected. The present slackness of our Market is due to the financial situation, combined of course with the very high prices required at home for new goods. The prospects of Crops in China generally are good in spite of the districts that have been so damaged by floods and when all is said and done the principal factor affecting our market is the purchasing power of the masses. Stocks in country are said to be small and we have already shown how small the foreign holdings here are on the average and it is natural to consider that the state of affairs brought about by years of overvaluing is not likely to last much longer.

That the gambling in Rubber has greatly retarded legitimate trade as was shown at the commencement of the year, and there is not the least doubt as Capital and Commerce really pursue the disappearance of the Floating Capital necessary in a place where trade consists of buying and selling, has led to stagnation all round. It is interesting but not consoling to read in the Journal of Commerce of July 7th of Heavy Curtailment in Textiles in America.

A printing Company with a weekly capacity of 100,000 pieces is shut down for an indefinite period. The fine cotton goods output of New Bedford has been cut down 30%. Half the silk Mills of Paterson are idle or nearly so and there is more idle machinery in Lawrence, Mass., the centre of the worsted industry in America than ever before save in panic periods. The tendency to "make to stock" when there are no orders is naturally reduced with material like Wool and Cotton at such high rates yet the merchants seem to think that there is something that is radically depressing the purchasing power of the masses apart from the question of the value of the raw material.

FRENCH INDO-CHINA.

RAILWAY DEVELOPMENT.

The Minister for the Colonies publishes a report on the present position of the French railway lines in Indo-China and the province of Yunnan. The whole of the line from Luanki to Yunnan, a distance of nearly 500 miles, was opened to traffic on April 7. The Haiphong line, of which it is an extension, showed last year an increase of about 2,000,000 in receipts, as compared with the returns of the year before. For the first time the line from Saigon to Khanh Hoa and Lang Bien, the section from kilometre 132 to Phanrang will be opened on July 1, 1912 and the section from Phanrang to Namrang at the end of that year. The section from Phanrang to Ximong will be completed at the end of next year. The earnings of this system which will ultimately comprise about 250 miles of railways, showed an increase of nearly 2,000,000 last year. The returns for the Namoi, Nih Binh and Vinh coastal line showed a decrease of nearly 1,000,000, owing to the floods. Work on this projected line from Mythe to Khanh has not yet been begun.

JAVA-BANGKOK LINE.

FOUR-WEEKLY SERVICE TO COMMENCE IN SEPTEMBER.

Some few months ago, says the *Bangkok Times*, the Royal Packet S. N. C. put forward tentatively a proposal to establish a line of steamers running between Bangkok and Java ports. The suggestion has received a good deal of support both in Siam and in Java, and the service, to be commenced in Java, a steamer leaving Bangkok at the beginning of September. It is to be a four-weekly service to Java with a stop at the port of Batavia. The line will be able to put boats of its own on the run, if the line meets with satisfactory support. The present arrangements have been made with a view to carrying freight; nothing definite has yet been decided as to passenger accommodation. But this company has such a network of steamship lines in the Malay Archipelago that it can offer special facilities and advantages for holiday, and there is reason to believe that passengers can be got in Bangkok. In any case it is hoped the new line will be a permanent addition to the shipping of this port. Messrs. Dietrich & Co., Ltd., are the Bangkok agents.

THE STRANDING OF THE "MONGOLIA."

THE ALLEGED STATEMENT OF CAPTAIN FITZ.

The *Osaka Jiji* of the 20th ultimo states that Mr. Schwab, Vice-President of Pacific Mail Steamship Co., says, who was staying at Hakone, was surprised to read the alleged statement said to have been made by Captain Kill, master of the *Mongolia*, before the Marine Court at San Francisco, to the effect that the commander of the Japanese cruiser *Tokai* refused to render assistance to the *Mongolia* when she was in distress at Shimizu. Immediately he returned to Tokyo. Mr. Schwab telegraphed to San Francisco, inquiring about the matter, and received a reply saying that Captain Kill made no such statement. The original statement was taken from a Japanese newspaper, and was published in the *San Francisco Chronicle* of 19th inst.

A SMART CAPTURE.

29th ult.

About a quarter to five o'clock yesterday morning a smart capture was made by Police Sergeant Cooper of the Central District. While patrolling the *Praya* down where the river-banks lie, he was startled by hearing the sound of a police whistle at a distance. He ran along the shore in the direction and found a frigate going on, in which four men were involved. The man with the whistle in his mouth, Sergeant Cooper, recognised as the watchman on the Lee Ming wharf, was holding one man by the queue whilst two others were furiously assaulting him in their endeavours to get the prisoner out of custody. The Sergeant "sailed in" and quickly put an end to the disturbance. He succeeded in securing one of the assailants, but in trying to get hold of the second also he missed his footing and fell, sustaining severe bruises on the right knee and left elbow; whilst afterwards had to be medically attended to. The two prisoners were taken to the Police Station and there formally charged and detained in custody. Against the first prisoner—the man arrested by the watchman—the indictment was of stealing vegetables from the wharf; he admitted the taking of the vegetables, but stated that he had worked for the wharf people for 15 years and it was an understood thing that he should be at liberty to take the vegetables for hischow.

CLAIM BY OFFICIAL RECEIVER.

\$17,000 DUE TO NATIVE BANK.

30th ult.

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this afternoon, the case was returned in which Mr. G. H. W. K. M. Official Receiver in Bankruptcy, sued Li Chi Chiu to recover the sum of \$7,000—being amount due to the Yik Lung Wo Kue bank for money lent and in connection with which a garnishee order was issued. Mr. M. W. Slade, K.C., instructed by Mr. F. P. Hatt, of Messrs. Britton and Hatt, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. Q. E. H. Beavis, of Messrs. Wilkinson and Gibb, was for the defendant.

Slade stated that his claim of \$7,000 was due to be paid to him by a series of disbursements, some of which were set up in the statement of defence and some by amendments which were taken as made. The first of these was simply this:—The defendant did not owe the money. The limitations of that plea, so well-known. On the face of the evidence by the defendant, the money still remained owing. The defendant never denied having received any single item from the Yik Lung bank, but with regard to the \$1,000 item, he said he borrowed the money from Li Chi Chiu and that Li Chi Chiu lent the money, not him. The monies mentioned in connection with the temporary loan book were admitted but with regard to the larger items, he said that he received them for and on behalf of other persons. The defendant's case did not depend solely on the books but the books plus defendant's admissions.

AFTER THE FLOODS.

CLOUDS OF DISCONTENT GATHERING.

In what the *Japan Times* describes as an admirable broad-brained article the *Tokio Asahi* delicately censures the flood sufferers to be patient and rational on the one hand, and the high officials of the Government to do their best and utmost to alleviate suffering on the other. The floods a long time in receding, indeed much longer than was expected, and the sufferers are beginning to find their misfortunes unbearable. The sympathy of the public, too, feels provoking, even exasperating that its charitable objects are not attended with as much promptitude and thoroughness as they might be. Slowly but surely the vapour of dissatisfaction is rising and condensing in the clouds of discontent about to burst in showers of maledictions on the powers that be. Officials, however, from Prime Minister downward, know on their part, that they cannot be held responsible for the pranks of the weather, nor indeed, for many imperfections in the riparian and drainage systems which may have aggravated the ravages of the floods, but which have been handed down to them from their predecessors. They probably know also that the brewing storm, if it does break out, cannot but discharge its load of complaints on their heads, and they are preparing to face the cloud. But a second thought for all, will show that neither malediction on the one side nor preparedness on the other side to face them will be of any help in improving the situation. It may be said, however, that many of the State Ministers being away from their holidays just when the flood was at its worst, the Government endeavours in rescue work were somewhat sluggish in consequence. Now that the Ministers have all come back, the Government should do its best and utmost to avert the storm, and the greatest part of the work to be done still lies before them.

The deepest sympathy from the British Government and nation has been expressed to the Japanese Government through the British Ambassador. A similar expression of sympathy from the U. S. Government and nation, says the *Japan Times*, has also been received by the Foreign Office through the American Ambassador. The heartfelt sympathy of the Spanish Government was tendered to the Japanese Government through the Spanish Minister. The sympathy of the New South Wales Government and nation also was received by the Foreign Minister through the Spanish Consul-General at Kobe. Similar messages of sympathy from the Ambassadors or their representatives of France, Italy, Russia and Germany now at Nikko were transmitted to the Foreign Minister through Sir Claude MacDonald, the doyen of the Diplomatic corps.

PURCHASE OF STEAMERS.

NEGOTIATIONS IN JAPAN.

A number of negotiations are reported to be in progress for the purchase of Japanese and some Japanese shipowners for the purchase of steamers. Owing, however, says the *Malacca*, to the firms obviously adhering to comparatively high figures because of the known Japanese wish to import as many steamers as possible prior to the coming into force of the new tariff, not a few of the deals are still unsettled. In the meantime, Japanese shipowners have been making efforts to buy old Japanese steamers, considering it cheaper to do so, but without success, while the foreign firms have been down to the most extent and the result is that some of the negotiations will be concluded before long—*Malacca*.

The Anglo-Japanese Commission have expressed their regret that the Japanese Government have not yet decided to purchase the *Osaka* and *Yokohama* lines. The Commission have expressed their regret that the Japanese Government have not yet decided to purchase the *Osaka* and *Yokohama* lines.

THE MONETARY SITUATION IN SHANGHAI.

ORIGINS OF THE RUBBER DOOM.

We regret to have to review the situation again and condemn the unprecedented apathy displayed by business men in this community, who seem to have lost half their brains after the "origins of the rubber boom," which is responsible for the state of affairs in Shanghai. Surely, ways and means ought to be found to relieve the tension of a situation which threatens to become more acute the further we go. If nobody will take the lead, we shall be left to muddle out of it as best we may, and there will be very little "best" about it if things are allowed to drift in their own indifferent, callous way.

To face the situation we must start with the admission that we have brought about a state of affairs, as described in our last week's issue, wherein

CIRCULATING MONEY is no longer in existence. It is all locked up in various estates down South, and it will remain there till the happy day arrives when producing companies begin to distribute dividends. Till then it develops upon us to find ways and means as to how we are to live and trade in the meantime, and how we are to make the wheels of trade and commerce run more smoothly, or run at all. Confidence has been rudely shaken, and no one knows where he stands. In the particular field of the money market where share speculation has been the rule, we find that the September settlement, which was expected to be a relief, has been a disappointment, and although we must be thankful for at least one mercy, namely, that scarcely any speculation has taken place for that particular date, there are other matters pressing.

It would be safe history to recount what took place during the late

JUNE SETTLEMENT, but for our present purpose it is unnecessary to point out that all available cash went to that occasion to meet differences; and then there was not cash enough to go round. That is to say, many speculators had to avail themselves of expensive facilities which enabled them, after discharging every available dollar, to have their shares "carried" to the September settlement.

Those people who have been "carried" to September are as penniless now as they were on June 28, and they have therefore no other option, but request for further extension. Under the circumstances it will be

A CASE OF NECESSITY.

For those people who financed the June settlement to point out that all available cash went to that occasion to meet differences; and then there was not cash enough to go round. That is to say, many speculators had to avail themselves of expensive facilities which enabled them, after discharging every available dollar, to have their shares "carried" to the September settlement.

DRASTIC REMEDY IS NECESSARY.

We have dealt in another column with the rubber aspect of the case, which, if acted upon, will result in a much-needed confidence and thus relieve the situation to some extent. But the large question of finding a way by which money may be drawn to Shanghai still awaits its solution, and in that respect we have a few suggestions to offer for the consideration of those who are in a position to act. In the first place, we must point out that in the Langkat Company, Shanghai possesses

AN INVALUABLE ASSET.

which, after years of chequered career, has at last attained a position which is second to none among industrial undertakings in the Far East. Much credit is due to those responsible for its direction and management, for it is entirely due to their care and foresight that the Company to-day finds itself in an impregnable position. With a capital of £2,500,000 the Company has now more than three million pounds available in liquid funds, and it is a question well worth the consideration of the directors whether this money should not be employed in a manner which would not only return handsome profits, but which would in return relieve the situation. Moreover shareholders in the Langkat Company are also greatly interested in the rubber companies, and if the former company could find means by which it could safely come to the rescue of the latter without in any way imperilling its funds it will be an ideal solution of the problem. And we maintain that there are such ways, and that the majority of shareholders in the Langkat Company would agree to any measure, having for its object the exploitation of surplus funds now lying idle in the Company's coffers. Secondly, the foreign banks in Shanghai would, if the suggestion we advocate in another column were carried out, show a difference in accepting rubber shares as collateral security, for they would then be in a position to know what prospects the various companies have, and they could act accordingly. Thirdly, we may refer to the speech delivered by the chairman of

THE GATHAY TRUST.

at its statutory meeting held only a few days ago. On that occasion the chairman announced that the company's business would be extended to Java and other places, which, of course, would mean an outflow of money from Shanghai. But as against this there is an announcement that capital from abroad has been mooted to them, which, if we are not mistaken, means a further issue of shares, and these shares will therefore go to Hongkong and elsewhere. This is a step in the right direction, for the money from Shanghai becoming known to the large money centres should create opportunities for an influx of money from the home lands, which will all help to ease the situation.

THREE GREAT FACTORS.

which, if properly employed, should go a long way towards easing the situation. And, besides, it was possible to amalgamate some of the rubber companies and put an attractive proposition to the home market, there would certainly be a certain amount of immediate relief. We know that the market at home is depressed; but since the capacity of the market is very vast, we may possibly succeed there. The situation is full of gravity and it depends upon those who are more or less responsible for the present state of affairs, such means as indicated above for the relief of the situation. If urgent steps are not taken we fear that, instead of an improvement, we shall see a general collapse from which it will be impossible to extricate ourselves for many years to come—*Capital and Commerce*.

TYPHOON WARNINGS.

The telegrams quoted below have been received from the Manila Observatory:

Manila, August 27, 7 a.m.
Cyclone or Typhoon S.W. of Manila moving W.N.W. with force 3.

Manila, September 1, 5 p.m.
Cyclone or Typhoon S.W. of Manila moving W.N.W. with force 3.

STRAITS BERTAM RUBBER.

ESTIMATED OUTPUT LARGELY EXCEEDED.

INCREASED DIVIDEND.

The ordinary general meeting of the members of the Straits Settlements (Bertam) Rubber Company, Limited, was held, on July 28, in London, the Right Hon. Sir West Ridgway presiding.

The Chairman, in the course of his speech said:—Our estate consists of nearly 15,000 acres, of which only about 4,000 acres have been planted, and we have provided ourselves with more than 250,000 for the purpose of further extension. The property stands in our books at the same figure as it has done in previous years, in some quarters it is considered the correct thing to do to that this company is largely overcapitalized. Personally, I cannot see how this contention can, for the moment, be upheld; even upon the reports of the property circulated to me to be simply justified and to state now that the company is overcapitalized when the market price of the shares is something in excess of four times its nominal figure is an obvious absurdity.

The total income of the company for the year under review is the satisfactory sum of £47,420. After deducting all charges proper against this income, we arrive at the balance of profit for the year of £15,511. With reference to the production of rubber during the period under review, you will see from reference to the company's last report, that the directors estimated that the output during the period would be about 80,000 lbs. of rubber; the actual production was 100,000 lbs. or more, an excess of 20,000 lbs. The price realized for the rubber is, we think you will agree, exceedingly satisfactory, namely 8s. 3d. per lb. as compared with 4s. 2d. per lb. in the previous year. I should like to point out that the figure of 8s. 3d. per lb. is the average figure taking all classes of rubber produced by us into account and after deducting the charges for freight, sale expenses, discounts, and brokerage, so that against this figure of 8s. 3d. per lb. we have only the actual cost of rubber delivered at Penang on board from the estate, and the insurance—quite a small figure.

AREA UNDER RUBBER.

It will be seen from the report that the area under rubber at April 30 last, was 7,950 acres and the number of trees planted was about 120,000. This shows an increase of about 60,000 trees on the previous year's figures. Of course, by far the larger part of these trees have not yet arrived at the tapping stage, and the output of rubber which we report was obtained from tapping 37,719 trees. The figures given of 40,000 in the report was an approximate one, and we have since received the actual figure from the estate. Upon these figures the production of 100,000 lbs. is equal to about 2 1/2 lbs. per tree, and we look upon this as satisfactory, in view of the fact that a considerable proportion of the trees tapped and only come into bearing in the latter part of the year.

The position as to acreage planted and number of trees at the end of June was 9,050 acres planted with rubber, this area containing a total of 441,000 trees of which considerably less than 10 per cent. were being tapped. Our labour supply hitherto has been fairly adequate, but the proposed extension of cultivation will necessitate our introducing Indian labour. With regard to our subsidiary sources of income, it will be seen that tinapica now takes a considerable place, and that it shows a satisfactory profit over the working expenses. That we are entitled to congratulate ourselves on the fact that the plantations are almost entirely free of insects and other pests. (Hear, hear). Practically no trouble has been reported as to white ants, and, with regard to fungus disease, not more than 40 or 50 trees have been attacked. The actual direct cost of producing rubber during the period under review has been 6s. 3d. per lb. This is before taking into account items which, in arriving at the actual cost of rubber, should be included such as salaries and allowances, the cost and upkeep of the estate on the estate, general estate expenses, and management expenses. If we add these last items the cost of the rubber we arrive at a cost price of approximately 1s. 2d. per lb. for the rubber delivered f.o.b. Penang. Naturally, when we arrive at the considerably larger output which we anticipate during the next few years, the cost will be materially reduced, as a certain amount of the charges will remain the same, but will be spread over considerably larger production. We have to express our regret that Mr. T. Turner, owing to his return to England, will be no longer able to carry on the regular duties of valuing agent, but I am happy to say that he will make an annual visit to the estate, and that we have been fortunate enough to retain his assistance as our advisory expert in London.

THE DIVIDEND.

After observing that they had on their list of shareholders some 7,500 names against 7,500 last year, he proceeded to say that he had dealt with all the points that occur to him which may be of interest to you, excepting as to the allocation of the profits at present in the company's books. As you will see from the directors' report, the profit for the year, added to the amount brought forward from last year, amounts to £35,668. In March last we felt that shareholders might reasonably look for an interim dividend, and we therefore decided to pay an interim dividend at the rate of 10 per cent. per annum for the first six months of the financial year. After providing for the dividend, the balance of the profit for the year is £24,500. The directors' report shows clearly how we propose to deal with this sum. After writing off the incorporation expenses account, an amount equal to 10 per cent. of the profits for the year, in accordance with our policy, we have decided to recommend the declaration of a dividend for the first six months of the financial year at the rate of 10 per cent. per annum. This, together with the interim dividend declared earlier in the year, amounts to a total dividend of 20 per cent. for the previous year. Instead of the dividend being increased this year by 50 per cent. above the figures of last year, the actual result has been that the dividend we are now in a position to recommend is little short of four times the dividend that we declared last year, which, we think you will agree is, emphatically, satisfactory. I should like again to draw your attention to the fact that practically all the dividend has been paid in the form of a cash dividend, and that the balance of the dividend is being paid in the form of a cash dividend, and that the balance of the dividend is being paid in the form of a cash dividend.

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tree already planted are in bearing. The progress of the estate has been most satisfactory indeed phenomenal.

FUTURE POSITION.

To put the matter into a nutshell, the present position of our estate in May, 1909, was nearly 15,000 acres, only 4,000 were planted. There were 40,000 trees of which 25,000 were 15 years old, and 15,000 were 10 years old. Now, three to four years later, you have 9,000 acres planted, and 400,000 trees, of which 150,000 are in bearing. You were not entitled to expect such a happy state of things. You were told: you that the yield for

MILITARY FUNERAL

MILITARY FUNERAL.

LATE GUNNER A. M. MARSHALL.

Steadily.

The Fonghong Volunteer Corps has lost a good man and his members a popular comrade. Gunner A. M. Marshall of the No. 4 Company, who passed away at two o'clock this morning at the Peak Hospital, deceased had been ill for the past six weeks and the cause of death is due to abscess in the liver. He leaves two sisters at home to mourn his loss.

The Late Mr. Marshall had been in the service

A Volunteer funeral was accorded de-

...present mauge, and was a member of the
Volunteer Corps for the last three, and a half
years. A Volunteer funeral was accorded de-
ceased this afternoon, and the cortege was
headed by the band of the H. K. V. C. Among
those present were Colonel A. Chapman, and
officers of the Corps. The firing party
was composed of men of the No. 1 Com-
pany, to which the late Gunner Marshall be-
longed. The Band of the Buffs was also in atten-
dance and headed the cortege from the Monu-
ment. The gun carriage was drawn by com-
rades of the gun deceased.

QUEEN MOTHER'S ACKNOW-

LEO G MEN?

LEGEMT.

HONGKONG CHINESE MEMORIAL SERVICE.

The Bishop of Victoria sent to Her Majesty the Queen Mother a copy of the Chinese Memorial Service last that was held in the Cathedral on May 30th last. He has just received the following acknowledgement from Colonel Streetfield, Secretary to Her Majesty Queen Alexandra—

Buckingham Palace,
August 4th, 1900.

My Lord.—I am commanded by Queen Alexandra to thank your Lordship most sincerely for your letter of the 30th June and for the copy of the service in Chinese conducted by the Chinese Clergyman in St. John's Cathedral, Hongkong, upon the 30th May last.

Her Majesty is greatly touched and interested by your description of the sorrow manifested by the vast congregation of the Christians and non-Christians in the death of his late Majesty King Edward VII., assembled on this occasion, and Her Majesty trusts that your Lordship may find it possible to express to the Chinese residents

have the honour to be, My Lord, Your

acts of the Colony, and grateful appreciation of their loyal sympathy in their irreparable loss.—I have the honour to be, My Lord, Your obedient servant,
(Sd), HENRY STREATFIELD, Col.,
Esquerry.
The Rt. Revd.
The Lord Bishop of Victoria,
Hongkong.
King George has already gratefully acknowledged the new commission of loyalty on the

of Europeans in the Colony.—Continued.

IRREGULAR VERB.

TO PLANT.

I plant.
Thou plantest the property.
He booms it.
We pocket the money.
You know nothing about it.

—N. C. D. News.

They got left. — *N. C. D. News.*

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at American Consulate-General to-day:—

Manila, August 17th, 9 a.m.

Cyclone or Typhoon near or over Balintaw. Chappel, direction unknown.

Manila, August 18th, 9 30 a.m.
Cyclone or Typhoon west of Bashi Channel
moving W. N. W. or N. W.

Manila, August 18th, 9.30 a.m.
Cyclone or Typhoon west of Bashi Channel
moving W. N. W. or N. W.

Manila, August 19th, 9.45 a.m.
Cyclone or Typhoon near or over Bashi
Channel developing.

Manila, August 20, 11.15 a.m.
Cyclone or Typhoon over N. China Sea
moving W.

Cyclone or Typhoon S.E. of Naha, moving

N.W.

SEVERAL conferences have been held at the instance of Prince Tsi Tai Tao to discuss the question of cutting the queue. One of the conservative members of the Grand Council opposed this proposition strongly, but Prince Tsi Tai Tao is firmly of opinion that the change should be made. He said that all the militiamen in the world are adopting the German military system and in Germany the military

Imperial Highness will make every effort to carry out this plan within the present Chinese

Mr. Brissler de Thuy, agent general for the Far East of the M.M.I.C., who returned from a tour of inspection in Japan, on Friday, Saturday, received a cablegram from the head office of the company notifying him that he had been promoted to be in charge of the

London office and will be present there as soon as possible. He will leave here for Europe in two weeks by the W.M. str. Ville.

London office and will to proceed there as soon as possible. He will leave here for Europe in two weeks by the W.M. str. *VIA* *La Ciotat*. During his stay in the East he has done yeoman service for his company and his friends; he has done good work towards the improvement of the French Constitution. Bonje and Madame de Thy will be sadly missed in both settlements where they have many friends. *Shanghai Times*

29th July—Armand Batic, Kawacht Mar
Mucellan, Ambria, Nelson, Perini, Syre

29th July - Armand Eblitz, Kawacht, Mar
Derection, Ambria, Malawa, Perisat, S
Saurie, Hadante, and Aubry, Breant
Bulard, Austria, Berge, Aradid, Sim
Glenz, Zumbler, 3th Asrie, Bawar, L
Mey, Cylid, M. Milid, Palmet, T
19th August - Ali, Marzi, Bism, Ant
19th August - Elnid, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212nd, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312nd, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412nd, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512nd, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612nd, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th

Malaka, Pulau. 1916 August—Pembroke Island.

[illegible]

6th August—Amdurlo, Kowach, Murr

[illegible]

Waglan.
Stanley,
Gape Gollinson.
Sai Ki Wan,
Sai Kang,
Sai Tau Koha.
Tat Pa.
This will indicate that there is a demand
anywhere in the China Sea, and that a Steam-
railing is hoisted in the Harbour.
Further details can always be given to Ocean
going, on demand, by signal from the H.Y.
Sai.
F. G. Gibb.

